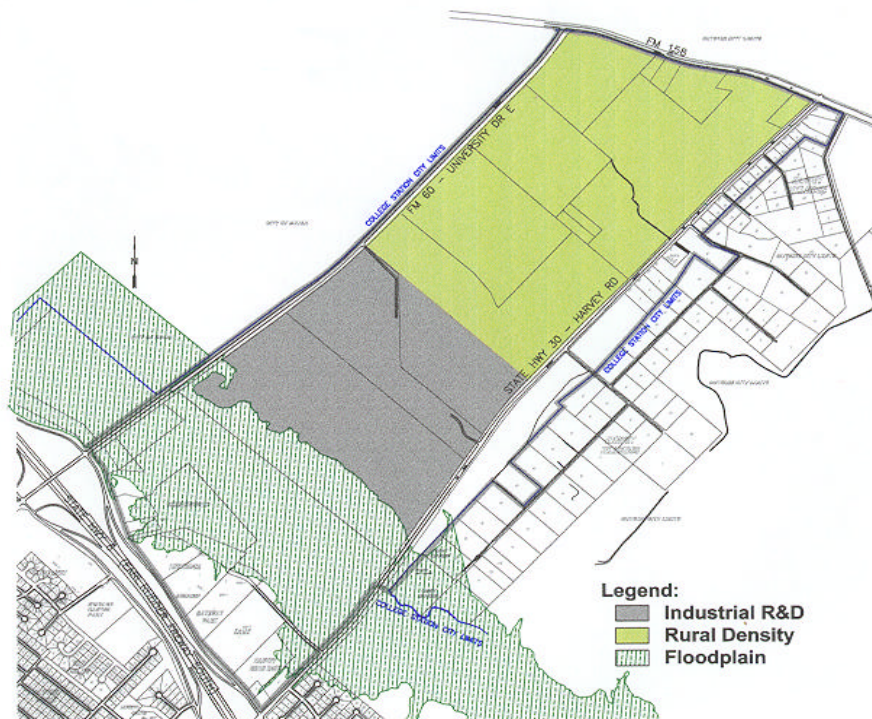


## SECTION 9 – 30/60 AREA

### 9.01 PURPOSE

For many years, the 30/60 area between Highways 6 and 158 experienced little to no development pressure and thus remained largely undeveloped. The City of College Station's adopted Comprehensive Plan therefore still reflects most of this area as Industrial or Rural Density land uses. Other portions of the Study Area are not reflected as any land use in the Plan. The Rural classification on the land use plan was typical for an area where slow growth is anticipated. Such areas are usually shown in a holding classification and thereby reserved for future growth. The Industrial area was reflected in anticipation of a large industrial development that did not come to fruition.

**FIGURE NO. 39**  
**30/60 AREA EXISTING LAND USE PLAN**



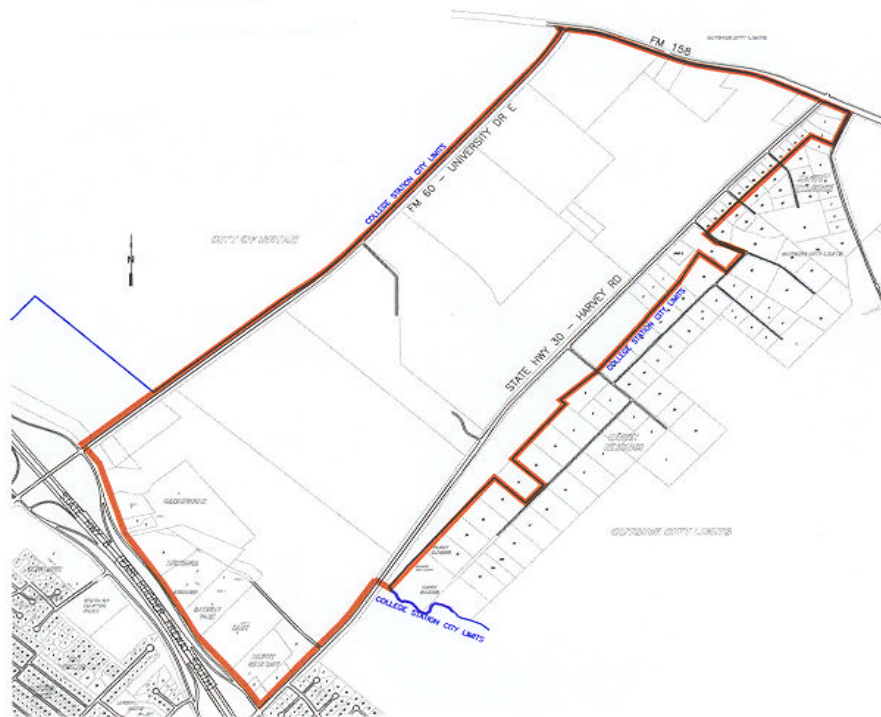
In the mid- to late '90's, the area began to show promise of a faster development rate. Guidance for land use decisions is limited to land use and development policies contained in the Comprehensive Plan. Lack of land use detail in the Plan left the City staff,

Planning and Zoning Commission, City Council and property owners with no guidance for the arrangement of land uses. This situation resulted in ad hoc decision making and piecemeal planning. The City Council directed the 30/60 study to ensure that future decisions are made in compliance with the vision for the area.

## 9.02 STUDY AREA

The Study Area is generally bounded by four major streets. These are: The Earl Rudder Freeway, University Drive (FM 60), FM 158, and Harvey Road (FM 30). The Study Area also includes the portions of the Harvey Hillside subdivision that are in the City Limits. Additionally, the portions of the Harvey Hillside subdivision that are in the City's ETJ and the developments occurring in Bryan across FM 60 and FM 158 were considered with respect to land use relationships and impacts.

**FIGURE NO. 40  
30/60 STUDY AREA**



There are approximately 900 acres included in the Study Area; about 160 of them are built, leaving over 600 acres undeveloped.

### 9.03 PROCESS

A subcommittee of Planning and Zoning Commissioners was appointed to guide the study and development of recommendations for the area. Subcommittee members included Commission Chairman Wayne Rife and Commissioners Judy Warren and Steve Parker.

Public input into the process was provided for through a public meeting of the subcommittee held on March 22, 2000. Area property owners were invited to address the subcommittee in a format similar to zoning hearings. The minutes of that meeting are attached as Appendix 1.

Most of the comments made at the public meeting focused on the area of the rezoning requests tabled in December 1999. Comments were also made by representatives of owners of large tracts located between Harvey Road and University Drive. Suggestions for the development of Veterans Park were made.

City staff analyzed area topography, land use, infrastructure, floodplains, ownership patterns and development suitability. Staff presented initial land use recommendations at a meeting of the subcommittee. Subcommittee member comments were considered prior to making the recommendations included in this report.

In July of last year, the City of College Station announced a public/private partnership between the City and the Adam Corporation to develop 55 acres out of the 192 acre tract that lies just east of TAMU property. The impacts of the project have now been incorporated into the study's analysis and recommendations.

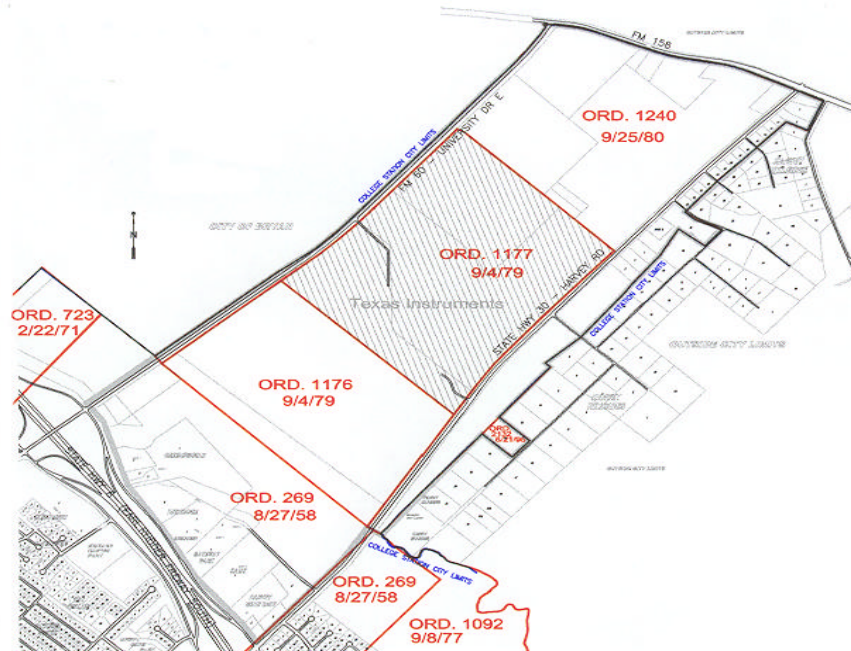
The Texas statutes officially authorize comprehensive plans and allow amendments, such as will occur with adoption of this Study. Two public hearings will be held – one before the Planning and Zoning Commission and one before the City Council, to allow additional public input to these two bodies prior to any changes and adoption of the draft amendment.

### 9.04 AREA HISTORY

The commercial area along the Highway 6 frontage has been in the City limits since 1958. The remaining property was annexed into the City more than 20 years later in two subsequent years - the former Texas Instruments (TI) property in 1979, and the remaining currently A-O zoned property was annexed in 1980. After annexation, the only major project in the area was the first phase of the TI development, subsequent planned phases were never completed and the property is now under A&M ownership. The remaining portions of the former TI project are still currently zoned M-1 Planned Industrial. In 1982,

the Jordan property was rezoned to C-3 but no further action was taken until 1995, when the property was subdivided in preparation for development.

**FIGURE NO. 41**  
**30/60 AREA ANNEXATION HISTORY**

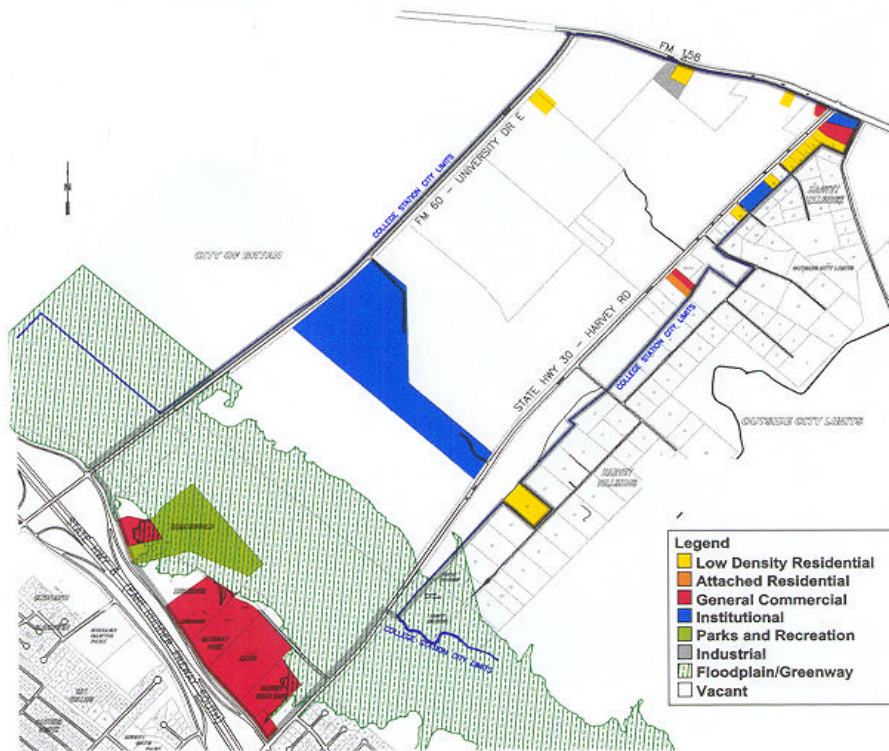


The majority of the Highway 6 frontage tracts were built in the 1990's when Sam's, Cinemark, Varsity Ford, Douglas Nissan, and the Chevron station opened their doors. Development pressure for the rest of the area increased during the last part of the decade. A major creek relocation project was requested in the mid '90's which would have significantly impacted the area if it had been approved.

The area east of Carter Creek experienced some small scaled activity. An existing welding shop, located south of Highway 158 about halfway between the two major intersections, was zoned C-2 with annexation to allow continuation of that use. In the late '90's, the C-2 tract was doubled in size to allow future expansion of that use. The proposed expansion has not yet occurred. The two existing churches in the area were both expanded in the '90's, and a convenience store was permitted to remodel into a barbecue restaurant. Recently, a convenience store rezoned and built at the corner of Highway 158 and Harvey Road, and the Farm Bureau office built on one of the C-3 zoned lots south of Harvey Road. This year, the former Jose's site was zoned to allow a family



**FIGURE NO. 43  
EXISTING LAND USES**



Land uses also follow the area's history. The Highway 6 frontage is all but built out as large scaled retail and auto dealerships. One phase of the TI office buildings was built and has been purchased by TAMU for educational use. Two new small scaled commercial projects exist – one at the corner of Highway 158 and Harvey Road, one south of Harvey Road between Pamela and Linda Lane. The remaining area uses were annexed in as rural residential and rural commercial uses.

#### 9.06 EXISTING INFRASTRUCTURE - STREETS

The area is served by one freeway/expressway (Highway 6) and three major arterials (FM 30, 60, and 158) according to their classification on the Thoroughfare Plan. Highway 6 is a four lane divided road with frontage roads. The remaining three roads were built to farm to market road standards. The standard for a major arterial classification is six lanes in a 120' right-of-way with an 18' median. The three roads would eventually need to be upgraded as the area becomes more urbanized. FM 158 is two lanes within the study area

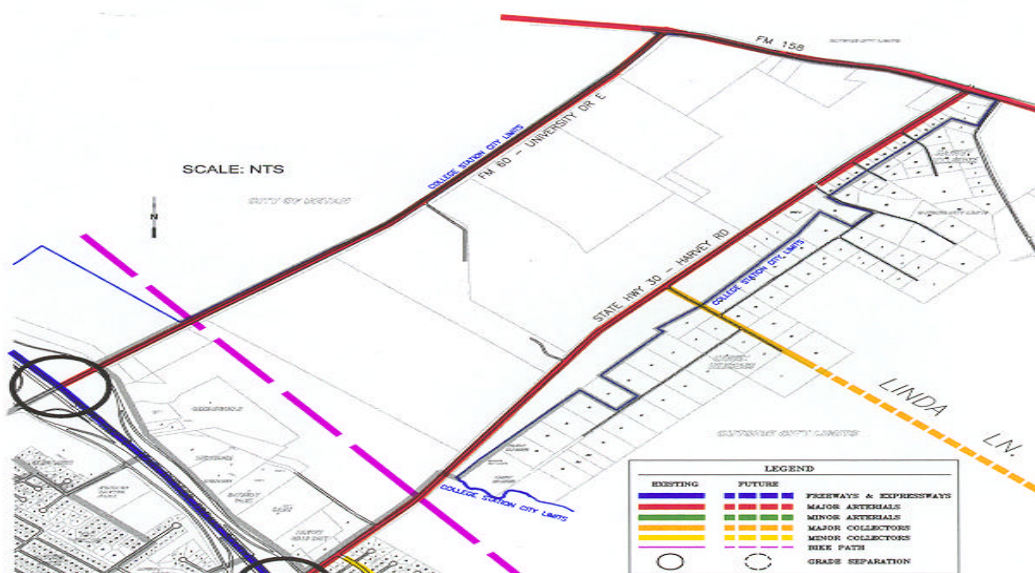
and to the north into Bryan. South of the Study Area, FM 158 becomes State Highway 30 and continues as a four lane road with a center turn lane. TXDot has begun a project to widen this road to four lanes with a median. These improvements anticipate the additional traffic that will be generated in the near future as Bryan continues to grow in the adjacent area.

FM 30 is four lanes with a center left turn lane west of the Study Area that narrows to two lanes after the underpass and continues through the Study Area as two lanes with no center turn lane. There are no immediate improvements planned for this road. A widening project for this road is ranked #23 on the MPO's Prioritized Project List.

FM 60 is currently four lanes with a center turn lane west of the Study Area that tapers down at the overpass bridge and continues as two lanes through the Study Area. TXDot has begun two projects to widen FM 60 west of the Study Area to six lanes with a median west of the Study Area and to increase the bridge overpass to six lanes. A future project to widen FM 60 through the Study Area to four lanes with enough right-of-way for six lanes in the future has been ranked #7 on the MPO's Prioritized Project List. While this is a fairly high ranking, there is currently no TXDot staff working on development of this project. Representatives of TXDot have estimated that such a project might begin in 2005 at best. The MPO has discussed alternatives to making these improvements sooner due to the increased traffic generated in the Park Hudson development. The Miramont development in Bryan will also soon add to the traffic.

These four major roads provide good access to the Study Area. To accommodate the anticipated growth in the area, the three major arterials need to be improved over the next few years.

**FIGURE NO. 44  
EXISTING THOROUGHFARE PLAN**



Vehicular access through the Study Area has not been accommodated on the Thoroughfare Plan. Highway 6 and FM 158 provide north-south access but are too far apart to provide adequate north-south traffic flow. At least three more major roads needed to connect FM 30 and 60 in order to provide collector spacings that are similar to the collectors in the rest of the City.

Copperfield Drive in Park Hudson currently T-intersects with FM 60 in Bryan. Linda Lane, which currently exists as a dead-end rural subdivision road, is shown on the Thoroughfare Plan as a future major collector to provide future access to the ETJ area south of the current City Limit line to eventually connect FM 30 to Bird Pond Road. This area is a likely candidate for future annexations. Copperfield and Linda show the most logical connection points for a major collector to join FM 30 and 60. The major collector minimum standard is a 70' right-of-way with either two lanes with a center left turn lane and bike lanes, or four lanes with no turn lane and wide outside lanes.

Two minor collectors are needed in addition to the Copperfield extension. One collector system is needed that would connect F.M. 30 to 60, and provided access through the future residential area shown on the proposed Land Use Plan. A second minor collector is needed west of the Copperfield extension. The location of that street will be difficult due to the constraints presented by the Carter Creek floodway and the approved Veterans' Park plans.

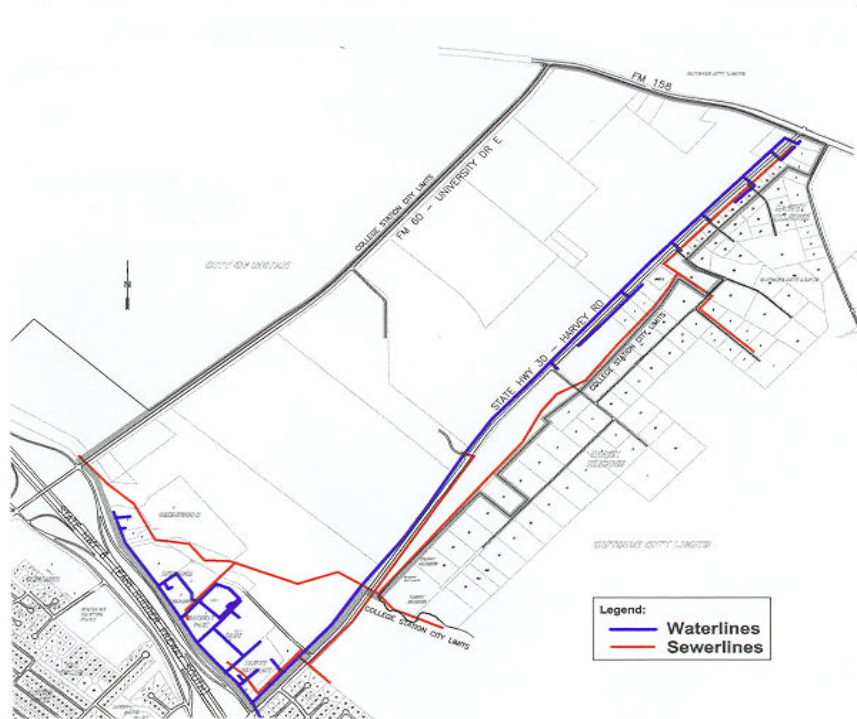
The Thoroughfare Plan also shows a future bike path along the Gulf States Utilities easement that extends through the Study Area and to the south to the future extension of Greens Prairie Road. The purpose of the bike path is to connect the East Bypass subdivisions and their amenities with pedestrian and bicycle access. Its purpose is also to provide future linkages among parks, greenways, residential areas, and commercial areas of the City.

## 9.07 EXISTING INFRASTRUCTURE – WATER/WASTEWATER

Currently, water and sewer mains exist only along Highway 6 and FM 30. The trunk lines do not serve the FM 60 frontage nor do they extend into the interior of the Study Area. The existing infrastructure has accommodated development of the commercial tracts along Highway 6 and of the smaller projects that the area has seen over the past few years.

Large scaled development such as residential subdivisions, multi-family, regional retail, and planned industrial would not be possible without significant water and wastewater improvements east of Carter Creek and throughout the Study Area. There are several City projects planned and underway currently that will improve utility service within the Study Area in the near future.

**FIGURE NO. 45  
EXISTING W/WW TRUNKLINES**



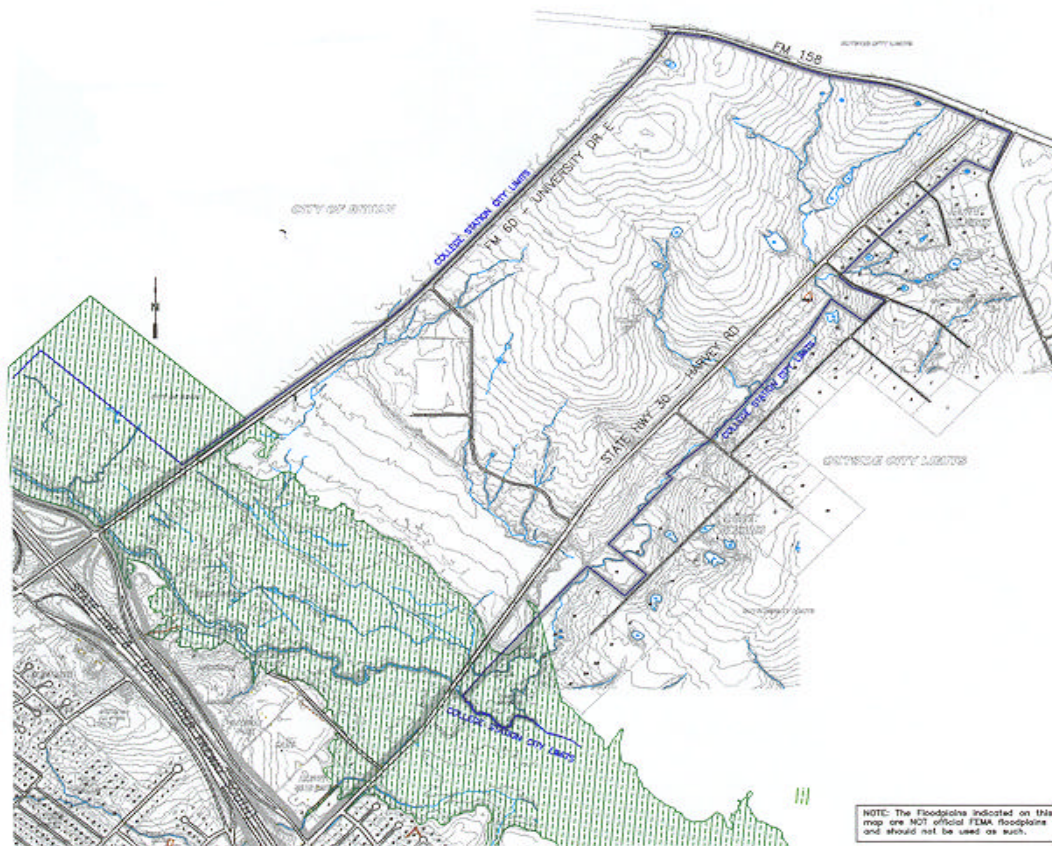
## 9.08 FLOODPLAINS

There is only one regulatory 100-year floodplain within the Study Area, despite the fact that there are several small drainage ways throughout the area. The floodplain/floodway as defined by FEMA is along Carter Creek behind the commercial frontage tracts. The floodplain is broad and relatively flat. Much of the area is heavily wooded. The area is not considered developable in its current condition. The creek thus constrains development, but it also brings great benefits to the area. It is a valuable habitat for native wildlife, and it adds character to the corridor by supporting a variety of vegetation beyond its banks. The creek acts as a natural buffer area between the heavy commercial uses along Highway 6 and the remainder of the Study Area.

Carter Creek is a priority #2 in the City of College Station Greenways Master Plan. The ranking is fairly high due to the fact that the creek is still largely untouched by

development or reclamation. Several years ago, the City, State and Federal governments reviewed applications for a major reclamation project that would have involved relocating Carter Creek and reclaiming substantial floodplain area for development. The City of College Station sponsored mediation between the permit applicants and the Brazos Greenways Council. At this time, it appears that the project has become inactive. However, the applications served as a reminder of the potential that the City may lose this community asset.

**FIGURE NO. 46**  
**30/60 AREA FLOODPLAINS**



There are several smaller creeks that constrain street locations and development in the area. Some of these provide opportunities for natural buffers and amenities.

## 9.09 OPPORTUNITIES

The Study Area benefits from the fact that it has very good access to and from connecting cities in the region. The pending widening projects will enhance the service levels of these roads. The area is therefore potentially a good one to locate regional retail facilities and clean industrial uses. The fact that the ownership patterns between FM 30 and 60 show relatively large tracts further allows for such potential uses. The opportunity exists to encourage large scaled site development and to avoid strip commercial.

Strip commercial is going to be difficult to avoid along the south side of FM 30, where an older subdivision created small lots that are not deep enough to support larger commercial uses. They are oriented in such a way that they are isolated from the remaining Harvey Hillside residential area and are therefore not likely to remain residential in character. Several of the sites have already converted to commercial uses, strip-style. However, the City does still have the opportunity to deal with some of the negative characteristics of strip commercial by encouraging consolidation of properties to avoid the negative impacts of strip commercial. Some of these negative impacts include multiple signs, multiple access driveways, parking lots in front of buildings, etc. Some of these lots are bounded to the south by a minor drainage way that could act as a buffer between the commercial and residential uses. In areas where the lots are deeper, the development need not be commercial – higher density single family uses could be feasible.

The clean industrial and office uses anticipated to occur in the area will generate a need for residential development. The Park Hudson and Miramont developments in Bryan include a substantial amount of future single family development. There will likely be a need for higher density, professional housing, such as townhomes, condominiums, and professional apartment complexes. The Study Area could provide these uses within a short distance to the places of work.

There is also an opportunity to require that future site development occurs in an attractive manner. There are roughly 600 vacant acres within the Study Area, and the majority of the frontage along the north side of FM 30, the south side of FM 60, and the west side of FM 158 is also vacant. All three of these roads provide regional access to both cities, to Texas A&M, to Easterwood Airport, and to the Bush Library. At this time, the City of College Station has the opportunity to create attractive gateways into the area. The City of Bryan has applied an overlay district along FM 158 on the north to address greenbelts, building materials, and sign regulations. The City of College Station could either mirror or coordinate these regulations on the west side of FM 158. According to Bryan planners, the Park Hudson developers voluntarily placed deed restrictions along their FM 60 frontage to require attractive landscaping. The City of College Station therefore has the opportunity to again either match these plantings on the south side, or to provide a distinct style on the south side that would coordinate with the Bryan side.

The City may also have the opportunity to preserve all or at least a portion of Carter Creek through the Study Area. Now that the reclamation project applications seem to have expired, the City is once again in a position to acquire this greenway.

#### 9.10 CHANGING CONDITIONS

In the last few years, there have been several major decisions that will soon begin to impact the Study Area. Staff anticipates that these changes will increase the development pressures. Figure 47 shows these changes that have occurred recently in and around the Study Area. The Veterans' Park site is shown in dark green. The TAC headquarters, College Station Conference Center, and possible performing arts center are shown in light blue. The surrounding burgundy color is the area through which the City has agreed to extend infrastructure as an economic development project. The pink on the figure is Park Hudson in Bryan. The yellow color in Bryan shows the future Miramont subdivision, and the light green is the area recently annexed by Bryan.

**FIGURE NO. 47**  
**30/60 AREA CHANGING CONDITIONS**



In the mid-to late '90's, the City of College Station began planning in earnest for a regional athletic complex. The Veterans' Park site was selected in the Study Area, just east of Carter Creek.

In the late 1990's, the City of Bryan approved over 350 acres for the development of Park Hudson to be located between FM 158, FM 60, and Tiffany Park. The development will extend west along FM 60 from FM 158 for a distance of about 3500 feet. The Planned Development includes a mix of single family uses, the Brazos Valley Physicians' Organization, a business park, and a new middle school site. The development extended Copperfield Drive from FM 158 to Fm 60 near the TAMU Research Facility.

In 1999, the City of Bryan annexed to its south and east near the Study Area. The annexed areas included land surrounding Copperfield Subdivision as well as property east of 158 to Roans Chapel. Annexation was done in anticipation of growth, and the area along FM 158 was annexed to protect this entrance into Bryan.

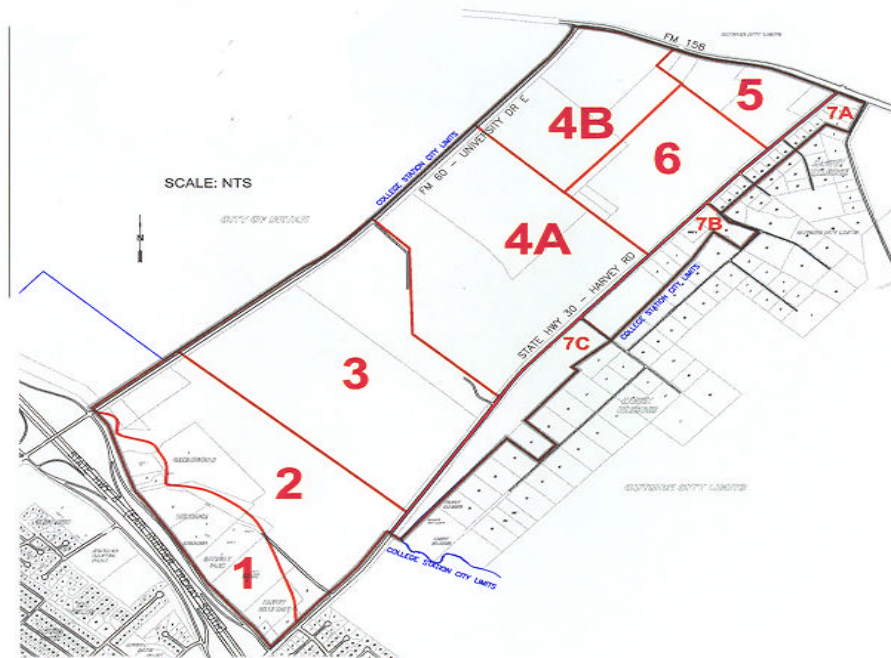
The TXDot widening projects along FM 60 and 158 (discussed above) will further attract growth and development in Bryan and in the Study Area.

Last year, the City of Bryan also approved the first phase of a future 900 acre development for Miramont, which will include single family development and two 18-hole golf courses. The land is located in the areas surrounding the Copperfield subdivision to the north, south, and east. Originally, the Adam Corporation, the developer, included a site for the business headquarters in this area. However, in July 2000, the developer and the City of College Station announced a public/private venture that would include the location of the headquarters in College Station along FM 60. The site, which is located south of FM 60 just east of Copperfield Drive, contains a total of 55 acres out of a larger 192 acre tract. The future development of that tract will include not only the headquarters building, but also the College Station Convention Center and a possible future Performing Arts Center. As a part of the agreement, the City of College Station will extend Copperfield Drive from FM 60 to 30, and will extend the necessary water and wastewater trunk lines through the remaining 192 acre tract. The pending infrastructure improvements will open the Study Area to the recommended land uses in the near future by making development feasible.

## 9.11 RECOMMENDATIONS

The Study Area analysis and recommendations will be presented separately for seven sub-areas within the overall Study Area. Figure 48 shows these sub-areas.

**FIGURE 48**  
**30/60 AREA SUB-AREAS**



#### SUB-AREA 1

Sub-Area 1 includes the commercial area along the east side of the Earl Rudder Freeway. The area is reflected as commercial on the City's Land Use Plan. Much of the area is already developed for commercial uses.

This area is bounded by Highway 6, Carter Creek, and FM 30. There is adequate utility infrastructure for continued development. Additional property is available for development with the primary development constraint being the same physical features that form the area boundaries. This area should continue to be planned for regional commercial uses. If any floodplain reclamation is approved between the commercial area and the center line of Carter Creek, the uses of those areas should be regional commercial as well.

## SUB-AREA 2

This Sub-Area is the Carter Creek Greenway, formed by the Carter Creek floodplain and floodway. This area is reflected as Floodplain / Stream on the Land Use Plan. The area is reflected as a Rural Greenway (priority #2) on the City's Greenways Master Plan.

This area should remain as it is reflected on the Plan, which is Parks/Open. The current use is consistent with that plan.



## SUB-AREA 3

Sub-Area 3 is the portion of the Study Area that includes Veterans' Park and a tract owned by Texas A&M University.

The park site is relatively flat and open with some wooded area. Utility infrastructure is limited with water and wastewater both available to the south. A portion of the tract is within the Carter Creek floodplain. A smaller creek flows through the area between the TAMU property and the park site. The Veterans' Park Master Plan calls for nature trails connecting the two sites. The park site should be reflected as Parks/Open.

The Texas A&M property is currently developed with one building and associated parking lot. The tract includes a driveway that extends from University Drive on the northern end of the tract to Harvey Road. A nature trail system is located on the tract. The tract has a gentle slope, rising to the east. Much of the property is wooded. Water and sewer extend from the southern end of the tract to the building located on the north side. There are no regulatory floodplains on the property. The same creek that is located on the southeast corner of the Veterans' Park site crosses onto the TAMU property near the western property line. The size and configuration of the property limit the potential for substantial additional development. It is currently zoned for light industrial uses but the zoning also allows heavier uses than are desired by the City for the future.

The area should be planned as College/University. If the site returns to private use in the future, it should be used either as office or clean industrial.

#### SUB-AREA 4A

This Sub-Area is located east of the Texas A&M property and extends from FM 60 to FM30. It comprises the 192 acres included in the agreement between the City of College Station and the Adam Corporation for infrastructure improvements. The entire 192 acres are zoned M-1 Planned Industrial.

This area is substantially undeveloped. Much of the area is open with scattered tree growth. Terrain in this area becomes more rolling and continues to rise in slope towards the north and east. There are no regulatory floodplains in the area.

The City's commitment to extend infrastructure to and throughout the area constitutes a major public investment that is justified in the interest of economic development. In order to recover the cost of that infrastructure, the City's Economic Development Department has concluded that the area needs to develop with uses that will have a sufficient tax base. The area should be reflected as mixed use, with an emphasis on uses such as office, commercial, clean industrial, and higher density single family and multi-family housing. Low density housing should be discouraged. Housing that appeals to professionals should be encouraged. The PDD district could be used to facilitate design innovation and more intense commercial uses. Standard zoning districts that permit high density single family, multi-family, clean industrial, offices, and commercial uses that are conducive to tourism would also be appropriate in this area. There should be buffering included to protect the future residential development in Sub-Area 6. The buffer should be substantial and height restrictions should be added for the tracts immediately abutting Sub-Area 6.

#### SUB-AREA 4B

This area includes the remainder of the FM 60 frontage east of Sub-Area 4A to the FM 158 intersection. Most of the area is undeveloped. The terrain is open with scattered tree growth. Slopes become more rolling and continue to rise towards the north and east. There are no regulatory floodplains in the area. Tracts are relatively large and undivided.



There are currently no water or wastewater mains within a reasonable distance of the tracts. When the future water and wastewater mains are extended through Sub-Area 4A, it should be feasible for larger developments to extend the utilities to and through their sites.

Uses that complement larger scaled commercial development, such as hotels and restaurants, should be incorporated into the larger developments. Small stand-alone development should be avoided. The University Drive - FM 158 intersection should be reserved as a regional retail oriented center location. The PDD district could be used to accommodate innovative design or land uses that are not anticipated for this area at the time of this study. However, standard zoning districts that allow regional retail uses would be appropriate as well. There should be buffering included to protect the future residential development in Sub-Area 6. The buffer should be substantial and height restrictions should be added for the tracts immediately abutting Sub-Area 6.

#### SUB-AREA 5

This Sub-Area is located along the west side of FM 158 and includes a recently enlarged C-2 zoning district. The area also includes the small commercial tract at the FM 158 – Harvey Road intersection.



In addition to the small commercial developments at each end of the area, there are scattered residential uses in the area. Conversion of residential to commercial uses has occurred.

Terrain here falls from 158 to the west. The area is predominately open, with some wooded areas. Trees are more concentrated along drainage ways.

Utility infrastructure is limited in the area with water available at the southern end in the Harvey Road ROW. Sewer is available south of Harvey Road.

The City of Bryan has recently annexed the east side of FM 158. Although the Bryan Land Use Plan still reflects this strip as future growth with no specific land uses, it is

anticipated that the land uses on the Bryan side of 158 will be regional commercial. Bryan has adopted an overlay zone to assure that the commercial development will be attractive.

The predominate use for the vacant property in this area should be commercial. Allowing the entire frontage along FM 158 to develop commercial is counter to the City's policy against strip commercial, however, in two other cases the City has allowed commercial corridors with aesthetic controls. These two corridors include University Drive (Overlay District) and Harvey Road (Wolf Pen Creek).

The appropriate uses for this area would be regional retail. There should be buffering included to protect the future residential development in Sub-Area 6. The buffer should be substantial and height restrictions should be added for the tracts immediately abutting Sub-Area 6.



#### SUB-AREA 6

This Sub-Area is located along the north side of Harvey Road, between Sub-Area 4 A and Sub-Area 5. The area is across Harvey Road from the Harvey Hillside subdivision.

This area is mostly one large tract suitable for development. Also included are the southern portions of some of the tracts found in Sub-Area 4 B. It is the only area in the study that lends itself to single family development.

The area has rolling terrain, rising generally to the north and east. Parts of the area are wooded, with heavier concentrations of trees along drainage ways. There are no regulatory floodplains in the area. Water and wastewater facilities are available on the south side of FM 30.

This area should be reflected as High Density Single Family residential on the Land Use Plan to allow for clustered development and smaller lots. The wooded areas along drainage ways will provide attractive future lots.

Residential development here should not be oriented to Harvey Road. Instead, development here should be oriented inwards. Orientation should be to central focal

points such as parks, Home Owner Associations common property, or similar facilities. Incentives or parkland acquisition strategies may be necessary to accomplish this concept.

#### SUB-AREA 7A

This area is located along the south side of Harvey Road, extending from FM 158 to Pamela Lane. The area has developed as a mixture of residential, commercial and institutional uses. The area is platted as a portion of the Harvey Hillside subdivision. The terrain falls from FM 158 to the west. Water and sewer are available.

The Land Use plan should reflect this area as it is developed - Mixed Use.

Rezoning proposals for changing the residences fronting Harvey Road in this area to a commercial use may be expected in the future. Zoning changes should not be made on a lot by lot basis. Such conversions should be addressed through the consolidation of property. Non-residential zones should be limited to lower intensity uses. The relatively small lots in this area abut other residential lots. The lot sizes and limited natural buffers in the area limit the ability to mitigate land use conflicts and impacts. The PDD approach should be used to provide for any land use changes through consolidation of property. Higher density single family uses may be appropriate on some of the deeper lots if they can be oriented away from FM 30 and provide internal access.

#### SUB-AREA 7B

This area includes the tracts fronting along the south side of Harvey Road from Pamela Lane to Linda Lane. The tracts back up to the Harvey Hillside low density single family area.



The area includes both vacant and developed tracts. A portion of the area is zoned C-3 Planned Commercial, a portion of which has recently developed as an office. Additionally, two PDD zoned tracts have been approved for development of a restaurant and a condominium complex. The remaining property is zoned A-O.

Terrain here slopes away from Harvey Road, falling toward the residential area to the south. There is a small creek meandering along the south side of the area. The areas

alongside the creek are wooded and present a natural buffer to the residential area to the south. Water and sewer are available in the area.

The Land Use Plan should show the area as Mixed Use with an emphasis on consolidation of property. Appropriate uses would include light commercial, office/service, and higher density single family. Specific land use conflicts and impacts should be addressed through the PDD review and approval process. These include type and placement of outdoor lighting, location and orientation of outdoor facilities, preservation of natural buffers and others as determined by the Commission and Council.

#### SUB-AREA 7C

This area consists of an undeveloped A-O zoned tract of approximately 29 acres. The tract extends from Linda Lane to the west, along the south side of Harvey Road. This heavily wooded tract is relatively flat and has little depth at its western end. The eastern portion of this tract slopes from Harvey Road to the south. Water and sewer are available in this area.

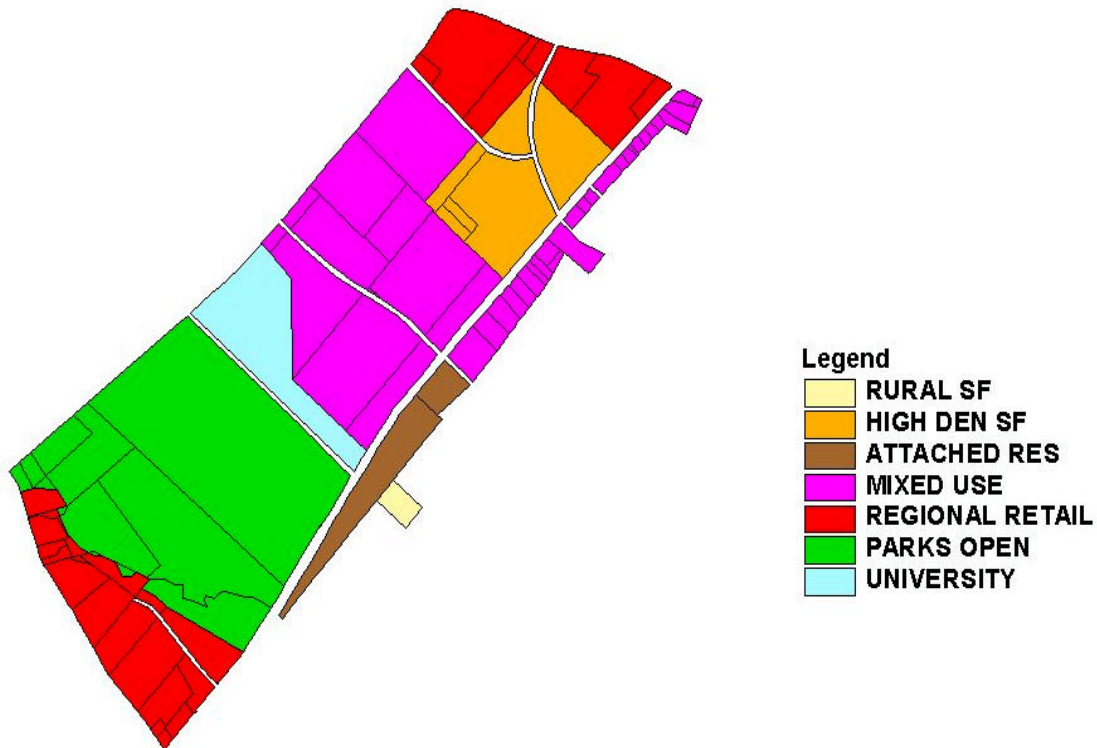
The tract is zoned A-O. It abuts the Harvey Hillside subdivision. The depth of the tract off of Harvey Road varies. The tract has little depth at its western end, where there is also some 100-year floodplain.

This tract is poorly sited for residential development at the same density of the Harvey Hillside lots that abut it. Lots of that density would have to front on Harvey Road. That was an acceptable development style at the time that Harvey Hillside developed. Current development policies and practices discourage residential lots fronting along this type of road. The shallow depth on portions of the lot limit commercial development potential. This same depth problem limits buffers for the residences to the south.

It is recommended that this area be reflected as Attached Residential on the Land Use Plan to allow for patio homes and townhomes. Professional services or office uses could be included as part of a mixed use development or an office district may be used if design requirements are changed to address residential adjacency issues. Specific land use conflicts and impacts may need to be addressed through the PDD review and approval process. The residential districts should be changed to add design requirements to require inward orientation, buffering, and limited access. Residential uses should be oriented away from FM 30 and individual driveways should not be allowed.

The recommendations, as adopted, will result in an amendment to the Land Use Plan as depicted in Figure 49.

**FIGURE NO. 49**  
**30/60 AREA PROPOSED LAND USE PLAN**



Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

## 9.12 OTHER RECOMMENDATIONS/IMPLEMENTATION

### ASSOCIATED CODE REVISIONS

The City should investigate, through the code revision project currently underway, possible code changes to encourage targeted development in this area. For example, there should be different requirements for apartment, townhome, and condominium development that would attract professionals and discourage student occupancy. Other incentives to attract targeted development should be evaluated. Performance measures should be added to all districts to help deal with adjacency issues.

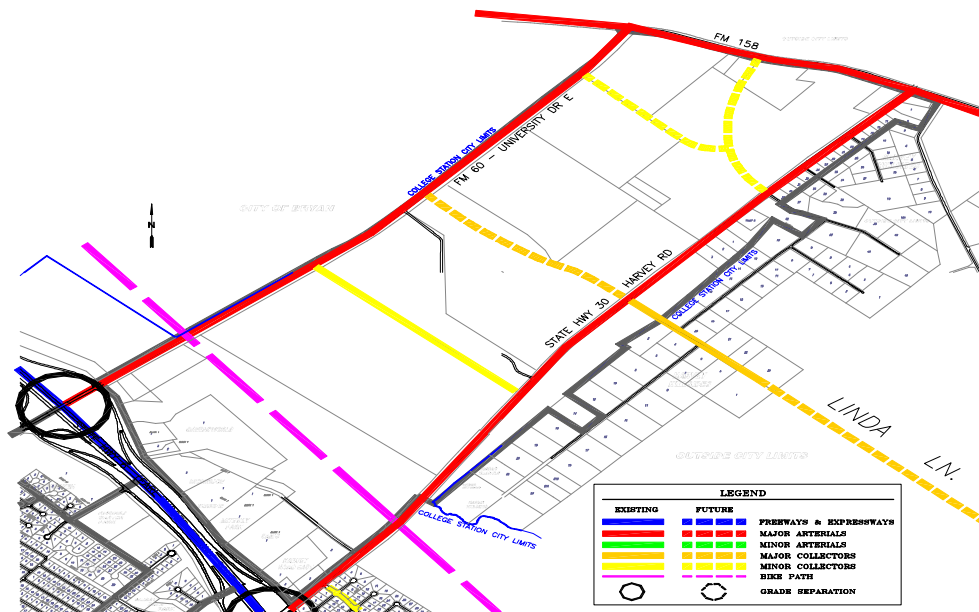
The City should also review the Park Hudson deed restrictions that apply to the FM 60 frontage and the Bryan Overlay District regulations that apply to the FM 158 frontage. If there are any Zoning Ordinance changes that would be needed to ensure that development in College Station is as attractive as the future developments on the Bryan side, they should be adopted.

#### TRAFFIC IMPROVEMENTS

The City should pursue options to encourage the TXDOT widening project of FM 60 through the Study Area in a more timely manner.

The City should change its Thoroughfare Plan to include a major collector from FM 30 to FM 60 across from Linda Lane and Copperfield Drive. The City should also add two minor collectors that would serve the future commercial and residential areas near FM 158. These changes are included in Figure 50. A third collector should be added west of the Copperfield extension and east of Veterans' Park. The collector should not be constructed on the Park property.

**FIGURE 50**  
**30/60 AREA PROPOSED THOROUGHFARE PLAN**



Note - The Thoroughfare Plan shall depict generalized locations of new streets. The lines shown on the Plan are subject to modifications to fit local conditions, constraints, and right-of-way availability, which warrant further refinement as development occurs. The actual street locations will be determined through the platting process, and will require Planning and Zoning Commission approval. Major deviations that would result in an amendment to the Thoroughfare Plan must be approved by City Council.

#### UTILITY IMPROVEMENTS

The City should continue its plans for extending infrastructure per its agreement. The City should also investigate future needed improvements to accommodate the full build-out of the Study Area with the recommended land uses.

#### CARTER CREEK ACQUISITION

The City should pursue acquisition of this portion of Carter Creek in accordance with the Greenways Master Plan. As an option to fee simple acquisition, the City should consider conservation easements that would still accomplish preservation and pedestrian/bike connectivity.

#### TAMU PROPERTY

The City should initiate rezoning on the TAMU property to assure future compliance with the land uses as determined for Sub-Area 3.